# SR 167, Tacoma to Puyallup
## New Freeway Construction

**10 Year-Project in Full**

### Description:

•Completes SR 167 from Puyallup to the Port of Tacoma with a six lane freeway
•Includes an HOV lane in each direction from SR 161 near Puyallup to I-5
•Includes four lanes between I-5 and SR 509 near the Port of Tacoma

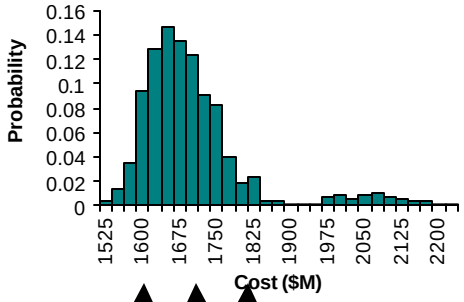
### Schedule:

Begin Construction Range: 2005 - 2006

End Construction Range: 2010 - 2012

Inflation escalation is to year 2008, approximate midpoint construction

### CEVP Result:




### Project Cost Range

**There is a 10% chance the cost is less than $ 1.6 Billion**

**There is a 50% chance the cost is less than $ 1.7 Billion**

**There is a 90% chance the cost is less than $ 1.8 Billion**

### Benefits this project would provide:

•Provides a key link for freight to move to and from the Port of Tacoma
•Relieves congestion by offering commuters, travelers, and shippers an alternative to I-5
•Reduces congestion and improve safety on local roads by connecting SR 167 to I-5

### Risk issues that could impact project cost or schedule:

•Project requires the acquisition of large amounts of property in a corridor where land is rapidly developing. Delays in acquiring new properties will result in significant cost increases to the project.
•Project will be constructed near Hylebos Creek, Wapato Creek, wetlands and wildlife habitat. Environmental permitting and mitigation requirements may change significantly between now and construction, tending to increase costs and cause delays.
•Project includes a major new interchange where Interstate 5 and SR 167 connect. Design of this interchange assumes Federal Highway Administration (FHWA) approval of a number of design features. If not approved by FHWA, changes in the design would result in increased cost and time for the project.
•Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.

### Level of Project Design:

Low — Medium — High

June 3, 2002

Washington State Department of Transportation

Washington State
Department of Transportation

# 10 Year Projects – Funding in Part

# SR 167, Tacoma to Puyallup

## New Freeway Construction

I-5 to SR 509 Phasing Option

**10 Year-Project in Part**

### Description:

•Constructs a four lane freeway, SR 167, from I-5 to SR 509 near the Port of Tacoma
•Completes the design and purchases the right-of-way for the entire project corridor

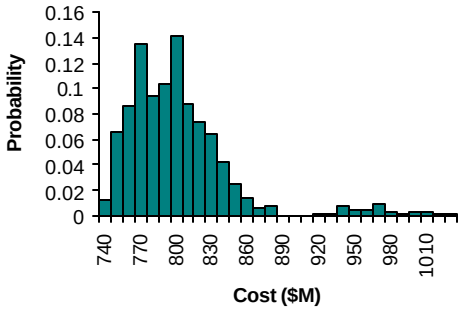
### Schedule:

Begin Construction Range: 2005 - 2006

End Construction Range: 2009 - 2011

Inflation escalation is to 2008, approximate midpoint construction

### CEVP Result:




### Project Cost Range

**There is a 10% chance the cost is less than $ 750 Million**

**There is a 50% chance the cost is less than $ 790 Million**

**There is a 90% chance the cost is less than $ 840 Million**

### Benefits this project would provide:

•Provides a key link for freight to move to and from the Port of Tacoma
• Reduces congestion and improve safety on 54th Ave., Port of Tacoma Rd., and Pacific Highway in Fife
• Reduces future costs by purchasing property prior to future development

### Risk issues that could impact project cost or schedule:

•Project requires the acquisition of large amounts of property in a corridor where land is rapidly developing. Delays in acquiring new properties will result in significant cost increases to the project.
•Project will be constructed near Hylebos Creek, wetlands and wildlife habitat. Environmental permitting and mitigation requirements may change significantly between now and construction, tending to increase costs and cause delays.
•Project includes a major new interchange where I-5 and SR 167 connect. The design of this interchange assumes Federal Highway Administration (FHWA) approval of a number of design features. If not approved by FHWA, changes in the design would result in increased cost and time for the project.
•Funding levels or staging that postpone the purchase of property for the entire corridor may jeopardize the SR 167 project between I-5 and Puyallup. Dense development may drive property costs to the point that the project is not affordable.
•Limited number of contractors are qualified and available to pursue a project this large, increasing contract costs and project delays.

### Level of Project Design:

Low — Medium — High

June 3, 2002

Washington State Department of Transportation